

DRAFT ENGINEER'S REPORT

Prepared for the

CITY OF SAN DIEGO

**Park Village
Maintenance Assessment District**

**Fiscal Year 2004 Assessments
and Maximum Authorized Assessments
under the provisions of the
San Diego Maintenance Assessment District Ordinance
of the San Diego Municipal Code**

and

**Landscape and Lighting Act of 1972
of the California Streets and Highways Code**

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May 8, 2003

CITY OF SAN DIEGO

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EXHIBITS

- Exhibit A: Boundary Map
- Exhibit B: Estimated Annual Expenses, Revenues & Reserves
- Exhibit C: Assessment Roll
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Engineer's Report

Park Village

Maintenance Assessment District

Preamble

Pursuant to the provisions of the "Maintenance Assessment Districts Ordinance" (being Division 2, Article 5, Chapter VI beginning at Section 65.0201 of the San Diego Municipal Code), provisions of the "Landscape and Lighting Act of 1972" (being Part 2 of Division 15 of the California Streets and Highways Code), applicable provisions of "Proposition 218" (being Article XIID of the California Constitution), and provisions of the "Proposition 218 Omnibus Implementation Act" (being California Senate Bill 919) (the aforementioned provisions are hereinafter referred to collectively as "Assessment Law"), and in accordance with the Resolution of Intention, being Resolution No. _____, adopted by the CITY COUNCIL OF THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, in connection with the proceedings for the PARK VILLAGE MAINTENANCE ASSESSMENT DISTRICT (hereinafter referred to as "District"), LINTVEDT, MCCOLL & ASSOCIATES and BOYLE ENGINEERING CORPORATION, as Assessment Engineers to the City of San Diego for these proceedings, submits herewith this report for the District as required by California Streets and Highways Code Section 22565.

PRELIMINARY APPROVAL BY THE CITY COUNCIL OF THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, CALIFORNIA, ON THE _____ DAY OF _____, 2003.

Charles G. Abdelnour, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

FINAL APPROVAL BY THE CITY COUNCIL OF THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, CALIFORNIA, ON THE _____ DAY OF _____, 2003.

Charles G. Abdelnour, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

Executive Summary

Project: Park Village
Maintenance Assessment District
Apportionment Method: Equivalent Benefit Unit (EBU)

	Existing Assessments		Proposed Assessments	
	FY 2004 ⁽¹⁾	Maximum Authorized	FY 2004 ⁽¹⁾	Maximum Authorized ⁽²⁾
Total Parcels Assessed:	3,116		3,149	3,152
Total Estimated Assessment:	145,996		234,121.02	352,243.80
Zone 1	6,817		135,612.54	239,895.34
Zone 2	91,382		14,767.86	21,074.42
Zone 3	47,797		83,740.62	91,274.04
Total Number of EBUs:	3165		3,387.32	3,867.12
Zone 1	1606		1,653.41	2,133.21
Zone 2	719		875.91	875.91
Zone 3	840		858.00	858.00
Assessment per EBU:				
Zone 1	\$56.90	\$56.90	\$82.02	\$112.45
Zone 2	\$9.48	\$9.48	\$16.86	\$24.06
Zone 3	\$56.90	\$56.90	\$97.59	\$106.38

⁽¹⁾ FY 2004 is the City's Fiscal Year 2004, which begins July 1, 2003 and ends June 30, 2004. Total Parcels Assessed, Total Estimated Assessment, and Total Number of EBUs may vary from prior fiscal year values due to parcel changes and/or land use re-classifications.

⁽²⁾ Maximum Authorized Assessment subject to cost indexing provisions set forth in this Engineer's Report. Applicable to future fiscal years after completion of Camino Del Sur extension, and acceptance of associated improvements.

Annual Cost Indexing: The proposed assessments *may* be indexed annually by a factor equal to the published SDCPI-U plus 2%.

Bonds: No bonds will be issued in connection with this District.

Background

The Park Village Maintenance Assessment District (District) was originally established by Resolution Number R-262492 of the City Of San Diego (City) Council on February 11, 1985. The original Engineer's Report is on file in the City Clerk's office. The current District boundary is shown on the modified assessment district map on file in the office of the City Clerk under Document No. 1 M-384-98-1, incorporated herein by reference.

The general purpose of the District was, and still is, to provide for the maintenance of dedicated open space areas, landscaped medians, parkways and slopes, lighted monument wall, and focal points within the District boundary. The improvements, and the associated maintenance, have expanded since the establishment of the District. In addition, maintenance costs have increased as a result of increases in labor and materials over time. As a result, the budget required to maintain District improvements has significantly exceeded the authorized assessments for the District. The deficit projected for Fiscal Year (FY) 2004 is 60%.

A special assessment of \$90,000 was levied in 1997 to provide for additional median improvements on Black Mountain Road. These improvements have not been completed to date. Additional funds will be needed for the maintenance of these improvements after their completion and acceptance. Funds from this special assessment are not available for funding maintenance activities in the District.

Development plans are in process for the vacant properties at the westerly end of the District. These projects will realign and complete the circulation element roads. Improvements to the roads and open spaces will exceed the minimum City standards. These amenities will constitute a special benefit to the community and will require additional funding for maintenance over and above the general maintenance provided by the City.

In order to accommodate a broader scope of District maintenance activities for existing and proposed improvements, and to provide for additional cost indexing flexibility, community representatives have requested that the City initiate proceedings to allow for an increase in assessments beyond the amount currently authorized. The City has retained Boyle Engineering Corporation and Lintvedt, McColl & Associates to prepare an Engineer's Report for FY 2004 and beyond

which provides for inclusion of additional maintenance activities and modification of current cost-indexing provisions.

District Proceedings for Fiscal Year 2004

This District is, and will continue to be, authorized and administered under the provisions of the "San Diego Maintenance Assessment District Ordinance" (being Division 2, Article 5, Chapter VI beginning at Section 65.0201 of the San Diego Municipal Code), provisions of the "Landscape and Lighting Act of 1972" (being Part 2 of Division 15 of the California Streets and Highways Code), applicable provisions of "Proposition 218" (being Article XIID of the California Constitution), and provisions of the "Proposition 218 Omnibus Implementation Act" (being California Senate Bill 919) (the aforementioned provisions are hereinafter referred to collectively as "Assessment Law"). This report has been prepared in compliance with Assessment Law.

The purpose of these proceedings and this Engineer's Report is to:

- ◆ Provide for an increase in District assessments beyond the amount currently authorized.
- ◆ Provide funding for maintenance of additional improvements within the District.
- ◆ Re-evaluate the current apportionment methodology and determination of benefiting parcels.
- ◆ Provide for future cost indexing.

Upon preliminary approval of this report by the City Council and the attachment of a resolution of intention, this report will be filed with the Clerk of the City, and a time and place for a public hearing will be set. The Clerk will give notice of the public hearing and proposed assessments by mailing an official notice to all persons owning real property proposed to be assessed as part of the District. In accordance with Assessment Law, a ballot will be mailed with the official notice. The ballot will make provision for casting an affirmative or protest vote.

A public hearing will be scheduled where public testimony will be heard by the City Council. The public hearing will include presentation and consideration of this report, hearing of public testimony, and recordation of affirmative and protest votes. After conclusion of the public hearing, a tabulation of affirmative and protest votes will be declared.

If a majority of ballots cast by parcel owners, weighted in accordance with Assessment Law, are affirmative, the City Council may, at its discretion, proceed to confirm the new assessments and order the assessments to be levied as proposed in the Engineer's Report. If a majority of the ballots cast protest the proposed assessments, the proposed assessments must be abandoned. These vote proceedings shall have no effect on the existing annual levy of assessments currently authorized for the District.

Bond Declaration

No bonds will be issued in connection with this District.

District Boundary

The District lies within the Rancho Peñasquitos Community Planning area. It is generally bounded by State Route (SR) 56 to the north, Salmon River Road to the east and the Peñasquitos Canyon Preserve to the south. The Boundary Map and Assessment Diagram for the District are on file in the Maintenance Assessment Districts section of the Park and Recreation Department of the City of San Diego and by reference are made a part of this report. The Boundary Map and Assessment Diagram for the District are available for public inspection during normal business hours. A reduced copy of the Boundary Map is included as Exhibit A. Exhibit A also shows three zones into which the District has been subdivided for determination of assessments, as discussed later in this report.

The proposed boundary of the District is different than that approved and authorized as part of the FY 1985 proceedings. The boundary was modified based on development that is planned to occur in the near future and on an analysis of parcels that are physically separated from the core area of the community.

Dedication of right-of-way for SR 56 has been completed since the formation of the District. The portion of SR 56 right-of-way within the

District will be removed. Current development plans will realign Camino Del Sur (formerly Camino Ruiz) and Carmel Mountain Road within the District. The completion of the roadway system as well as the realignment of the roads will affect circulation patterns and the benefit apportionment rationale.

Project Description

The District currently maintains developed and undeveloped open space; landscaped medians; hardscaped medians, landscaped right-of-ways and slopes, monuments and focal points. These improvements are located within four distinct maintenance areas as outlined in Table 1-A. Maintenance areas will increase based on future improvements as outlined in Table 1-B.

TABLE 1-A: Existing Maintenance Areas

Existing Improvements	Black Mountain Road	Park Village Road east of Licia	Park Village Road west of Licia	Camino Del Sur
	Area of Improvements in Square Feet			
Medians/ground cover & trees	48,051	49,904		17,021
Medians-paved	3,800			3,819
ROW and Slopes	240,356	493,967	86,634	124,723
Re-establish Natural Banks		753,541		29,000
Open Space (Undeveloped)	647,737			
Gutter (Linear Feet)	16,763	26,592	2,684	10,080
Monuments		41,505		
SDG&E Easement		8,800		

TABLE 1-B: Future Maintenance Areas

Future Improvements	Camino Del Sur Extension	Black Mountain Road
	Area of Improvements in Square Feet	
Medians/ground cover & trees	44,770.00	13,760.00
Medians-paved		
ROW and Slopes	210,372.00	
Re-establish Natural Banks		
Open Space (Undeveloped)		
Gutter (Linear Feet)	10,710.00	1,660.00
Monuments		
SDG&E Easement		

Maintenance activities for the landscaped and hardscaped medians, as well as the developed right-of-ways, slopes, monuments, focal points and developed open space include, but are not limited to: litter control; fertilizing; irrigation and maintenance of irrigation components; weed control; pest control; pruning; planting; tree maintenance; gutter, sidewalk and hardtop cleaning; maintenance necessary for the health and appearance of the plant material; cleaning of brow ditches and activities necessary to address safety concerns.

Maintenance activities for the undeveloped open space areas are limited to litter control as necessary to control illegal dumps and heavy accumulations of litter.

The engineering drawings for the improvements maintained by the District are on file at Map Records in the City Engineer's office and are incorporated herein by reference. The specifications for the maintenance to be performed will be contained in a future City contract and will be on file with the City Clerk and the Park and Recreation Department. The specifications for maintenance will be available for public inspection during normal business hours.

Community representatives have identified the following additional District improvements for future inclusion and/or maintenance:

- ◆ Black Mountain Road Median Improvements
- ◆ Camino Del Sur Extension Improvements
- ◆ Other improvements of like character and nature to the extent that such improvements are consistent with the current apportionment methodology.

A total of \$90,000 assessed in 1997 is available for construction of improvements on Black Mountain Road. Improvements for the extension of Camino Del Sur will be funded by the developer of the adjacent property. The proposed assessments may be used to maintain the aforementioned improvements to the extent that the improvements are consistent with the current apportionment methodology.

Separation of General and Special Benefits

Consistent with City policy for the public at large, the City will provide the District with annual contributions from the Gas Tax Fund for median maintenance (18¢ per square foot of landscaped median and 1.3¢ per square foot of hardscaped median) and from the Environmental Growth Fund for open space maintenance (\$26.63 per acre). These contributions, reviewed and adjusted annually by the City, are considered to be “general benefit” allocated to the District. All other maintenance, operations, and administration costs associated with the District, which exceed the City’s contribution to the public at large, are accordingly considered to be “special benefit” funded by the District.

Cost Estimate

Annual Cost Indexing

Estimated FY 2004 annual expenses, revenues, reserves, and assessments (provided by the City) are included as Exhibit B herein. Estimates are also provided for the increased maintenance costs associated with the future improvements in the District. The future costs are outlined in order to establish the maximum authorized assessment per equivalent benefit unit. Assessments authorized and collected as part of these proceedings may be used for future balloting and re-engineering efforts, as may be required from time to time.

With the passage of Proposition 218, any proposed increase in District assessments must be approved by property owners via a mail ballot and public hearing process, similar to these proceedings. A majority of ballots received (weighted according to each parcel's proportionate assessment) must be affirmative for the City Council to confirm and levy the increased assessments. For small assessment districts or districts with relatively low dollar assessments, the cost of an engineer's report, balloting, and the public hearing process can potentially exceed the total cost of the increase. These incidental costs of the proceedings can be added to the assessments, resulting in even higher assessments.

Indexing assessments annually to a factor equal to the San Diego Consumer Price Index for Urban Consumers (SDCPI-U) plus 2% percent allows for minor increases in normal maintenance and operating costs, without incurring the costs of ballot proceedings required by Proposition 218. Any significant change in the assessment initiated by an increase in service provided or other significant changes to the District would still require Proposition 218 proceedings and property owner approval.

The maximum authorized assessment established in these proceedings is authorized to be indexed (increased or decreased) annually by a factor equal to the published SDCPI-U plus 2%. FY 2005 will be the first year authorized for such indexing.

For example, if a parcel's assessment for a given fiscal year was \$100.00 and the published SDCPI-U increase for that year was 2.0%, the parcel's assessment for the subsequent fiscal year could be increased to a maximum authorized amount of \$104.00 without a vote of the District.

Method of Apportionment

Estimated Benefit of Improvements

The Transportation Element of the City's General Plan and the general policy recommendations found in the Rancho Peñasquitos Community Plan establish several goals for the community's transportation system. The improvements being maintained by this District are consistent with these plans' goals for safety and pleasing aesthetics. The maintenance for these enhanced assets, since installation, has been funded through the District.

The major and arterial streets within the District are the backbone of the street network within the community. They serve as the primary access routes for inter-community and intra-community trips and thus serve all parcels within the community. All parcels within the District benefit from the enhancement of these streets and the enhanced community image provided by the improvements being maintained by the District.

Benefit Zones

The improvements within the District do not provide equal benefit to all of the properties. Some of the improvements are isolated and provide benefit only to a limited number of properties. A separate maintenance cost estimate has been prepared for each of the maintenance areas. The District has been divided into zones with maintenance areas and associated costs assigned to the benefiting zones. The District includes five major maintenance areas and three benefit zones. The benefit zones are shown in Exhibit A. The zones are as follows:

Zone 1

Zone 1 comprises the central core area of the District between Black Mountain Road and Licia Way as well as the proposed development with access directly to Camino Del Sur. Zone 1 receives benefit from all the amenities within the District with the exception of the improvements on Park Village Road west of Licia Way, which are isolated from the central core area.

Zone 2

Zone 2 is comprised of the area east of Black Mountain Road. This area takes its access from Black Mountain Road and Salmon River Road, and is generally isolated from the remainder of the District amenities. As a result, Zone 2 is assessed only for the maintenance of the Black Mountain Road improvements.

Zone 3

Zone 3 is comprised of the parcels west of Licia Way with access to Park Village Road. These parcels receive benefit from the improvements located in Zone 2 and Zone 3. When completed, Camino Del Sur will provide the area with a local primary access route into and out of the community. At that time, Zone 3 will not be responsible for the costs of maintenance of improvements on Black Mountain Road.

Table 2 below summarizes the improvement areas and corresponding zones of benefit.

TABLE 2: Maintenance Areas & Benefiting Zones

Maintenance Area	Benefiting Zones	
	FY 2004	Ultimate
Black Mountain Road	1, 2, 3	1, 2
Park Village Road (from Black Mountain Road to Licia Way)	1, 3	1, 3
Camino Del Sur (Existing)	1, 3	1, 3
Camino Del Sur (Extension)	N/A	1, 3
Park Village Road (west of Licia Way)	3	3

Apportionment Methodology

The total cost for maintenance of the improvements funded by the District have been assessed to the various parcels in the District on the basis of Equivalent Benefit Units (EBUs) assigned to each parcel.

The total assessment for a given parcel is equal to the parcel's total EBUs multiplied by the Unit Assessment Rate (unique to the zone in

which a parcel is situated) as shown in the following equation:

$$\text{Total Assessment} = \text{Total EBUs} \times \text{Unit Assessment Rate}$$

Equivalent Benefit Units (EBUs)

EBUs for each parcel have been determined as a function of two factors, a Land Use Factor and a Benefit Factor, related as shown in the following equation and discussed below:

$$\text{EBUs} = (\text{Acres or Units}) \times \text{Land Use Factor} \times \text{Benefit Factor}$$

Each of these factors is discussed below. Parcels determined to receive no benefit from maintenance of the District improvements have been assigned zero (0) EBUs.

Land Use Factor

Since the improvements to be maintained by the District are primarily associated with the Transportation Element of the General and Community Plans, trip generation rates for various land use categories (as previously established by the City's Transportation Planning Section) have been used as the primary basis for the development of Land Use Factors. While these trip generation rates strictly address only vehicular trips, they are also considered to approximately reflect relative trip generation for other modes of transportation (e.g., pedestrian trips, bicycle trips, etc.), and are considered the best available information for these other transportation modes.

The special benefits of open space and landscaped/hardscaped improvements maintained by the District are linked to trip generation primarily by the public safety, aesthetic enhancement, and recreational opportunities enjoyed by travelers through the community. Thus, trip generation rates provide the required nexus and basis for assigning ratios of maximum potential benefit to the various land use/zoning classifications as defined by the City's Municipal Code.

Land use/zoning classifications have been grouped with averaged trip generation rates assigned to establish the Land Use Factors as shown in Table 3.

TABLE 3: Land Use Factors

Land Use/Zoning	Code	Land Use Factor
Residential – Detached Single Family	SFD	1.0 per dwelling unit
Residential – Attached Condominium	CND	0.7 per dwelling unit
Residential – Multi-Family & Apartment	MFR	0.7 per dwelling unit
Residential – Duplex	DUP	0.7 per dwelling unit
Commercial – Office & Retail	COM	45.0 per acre
Educational – Primary & Secondary	EPS	5.0 per acre
Fire/Police Station	FPS	15.0 per acre
House of Worship	CRH	2.8 per acre
Industrial	IND	15.0 per acre
Library	LIB	40.0 per acre
Open Space (designated)	OSP	0 per acre
Park – Developed	PKD	5.0 per acre
Park – Undeveloped	PKU	0.5 per acre
Street/Roadway	STR	0 per acre
Recreational Facility	REC	3.0 per acre
Undevelopable	UND	0 per acre
Utility Facility	UTL	3.0 per acre

Designated Open Space serves primarily to preserve natural landscape and habitat. While access for study and passive recreation is permitted, these activities are allowed only to the extent they are consistent with the primary purpose of natural preservation. Since this land is essentially “unused” in the customary terms of land use (which relate to human use and development), the trip generation rate is zero. Therefore, the designated Open Space itself receives no benefit from the District improvements and has been assigned a Land Use Factor of zero.

The Recreational Facility category includes those uses, which consist primarily of concentrated facilities, such as swimming pools, gymnasiums, racquetball clubs, etc. Recreational facilities of a more dispersed nature (e.g., golf courses, parks, etc.) have been categorized separately.

While those traveling streets and roadways enjoy the improvements maintained by the District during their travel, the actual benefit of this enjoyment accrues to the lands at the origins and destinations of their trips, not to the lands of the streets and

roadways, themselves. Accordingly, the Streets/Roadways category receives no benefit and has been assigned a Land Use Factor of zero.

The Utility Facility category applies to utility infrastructure facilities, such as water tanks, pump stations, electric power transformer stations, communications facilities, etc. Utility company administrative offices are not included in this category.

Benefit Factor

The Land Use Factor described above reflects the relative intensity of use (or potential use) of the various parcels of land to be assessed. It does not address the relationship of this use to the specific improvements to be maintained by the District. This relationship is reflected in the Benefit Factor utilized in the assessment methodology.

In determining the Benefit Factor for each land use category, the subcomponents of the benefits of District improvements considered may include some or all of the following: public safety, view corridors and aesthetics, enhancement of community identity, drainage corridors, and recreational potential. As Benefit Factors and their subcomponents are intended to reflect the particular relationships between specific land uses within a district and the specific improvements maintained by the district, Benefit Factors will generally vary from one district to another, based on the specific character and nature of the applicable land uses and improvements maintained. The components used for this District are: public safety, aesthetics, drainage, and recreation.

For a given land use, the composite Benefit Factor is equal to the sum of the subcomponent values. If a land use category receives no benefit from a subcomponent, then a value of zero is assigned to that subcomponent. A composite Benefit Factor of 1.0 indicates that full benefit is received. A decimal fraction indicates that less than full benefit is received.

The applicable benefit subcomponents and resultant composite Benefit Factors determined for the various Land Use/Zoning categories within this District are as shown in Table 4.

TABLE 4: Benefit Factors by Land Use

Land Use/Zoning	Public Safety (Max. 0.6)	Aesthetics (Max. 0.4)	Composite Benefit Factor (Max. 1.0)
All Residential	0.6	0.4	1.0
Commercial – Office & Retail	0.6	0.2	0.8
Educational – Primary & Secondary	0.6	0.2	0.8
Fire/Police Station	0.6	0.2	0.8
House of Worship	0.6	0.2	0.8
Industrial	0.6	0.2	0.8
Library	0.6	0.2	0.8
Open Space (designated)	0.6	0	0.6
Park – Developed	0.6	0	0.6
Park – Undeveloped	0.6	0	0.6
Street/Roadway	0.6	0	0.6
Recreational Facility	0.6	0	0.6
Undevelopable	0.6	0	0.6
Utility Facility	0.6	0	0.6

Public Safety. All land uses are considered to receive the maximum available benefit from the public safety element of District improvements. Public safety is essential to all land uses, and even to lands, such as designated Open Space, held in stewardship with only incidental human use.

Aesthetics. The degree of benefit received from the aesthetic qualities of open spaces and landscaped/hardscaped roadway medians and rights-of-way maintained by the District varies among land use categories. Generally, by nature of their use, residential lands receive the greatest benefit from the reduced traffic congestion, reduced noise levels, greater separation from traffic and generally more tranquil environment provided by open spaces and landscaped/hardscaped roadway medians and rights-of-way. Commercial and institutional uses, on the other hand, often thrive on higher densities, greater traffic access, and a higher level of activity in the vicinity of their enterprises. These uses, accordingly, receive a lesser degree of benefit from the general insulation and separation provided by the aesthetic elements of District improvements.

Generally, commercial and business districts require large areas of

flat land and are constructed in the larger valley or mesa areas, which typically include less designated open space. On the other hand, residential neighborhoods can be sculpted into the areas of irregular terrain common to San Diego, which generally incorporate a greater amount of open space adjacent to the community's residential land use parcels. The proximity of open space to residential parcels creates a greater benefit to residential land use parcels.

Lands in the Open Space, Parks, Recreational Facility, Street/Roadway, and Utility Facility categories are considered to receive no significant benefit from the aesthetic elements of District improvements, as enhanced aesthetic quality of other lands in their vicinity does not affect their function, use, or value.

Unit Assessment Rate

Unit assessment rates for each zone have been established to reflect each zone's proportionate obligation for maintenance of improvement areas within the zone. Table 5-A summarizes the maintenance budgets and unit assessments for each of the maintenance areas within the District and Table 5-B summarizes the unit cost assessed for each of the three zones within the District for FY 2004. The maintenance budgets for FY 2007 after completion of the Camino Del Sur extension are summarized in Table 6-A and the maximum authorized unit assessments for each of the zones are outlined in Table 6-B.

TABLE 5-A: Budget Summary FY 2004

FY 2004 without Camino Del Sur Extension or Black Mountain Road Median Improvements					
Maintenance Area	Cost	% of Total Budget	Benefiting Area		Unit Cost (\$/EBU)
			Zones	EBUs	
Black Mountain Road	\$57,122.98	24.40%	1, 2, 3	3,387.32	\$16.86
Park Village Road (from Black Mtn. Rd. to Licia Way)	\$129,487.80	55.31%	1, 3	2,511.41	\$51.56
Camino Del Sur (Existing)	\$34,133.96	14.58%	1, 3	2,511.41	\$13.59
Park Village Road (west of Licia Way)	\$13,363.18	5.71%	3	858.00	\$15.57

TABLE 5-B: Unit Costs FY 2004

FY 2004 (without Camino Del Sur Extension)					
Zone	Zone Description	Record Count	Total EBU's	Total Assessment	Unit Cost (\$/EBU)
1	Zone 1	1,624	1,653.41	\$135,612.30	\$82.02
2	Zone 2	673	875.91	\$14,768.64	\$16.86
3	Zone 3	852	858.00	\$83,740.62	\$97.59

TABLE 6-A: Budget Summary FY 2007

FY 2007 with Camino Del Sur Extension and Black Mountain Road Median Improvements					
Maintenance Area	Cost	% of Total Budget	Benefiting Area		Unit Cost (\$/EBU)
			Zones	EBUs	
Black Mountain Road	\$65,541.25	18.61%	1, 2	3,009.12	\$21.78
Black Mountain Road Median Improvements	\$6,847.98	1.94%	1, 2	3,009.12	\$2.48
Park Village Road (from Black Mtn. Rd to Licia Way)	\$148,807.25	42.25%	1, 3	2,991.21	\$49.75
Camino Del Sur (Existing)	\$39,345.19	11.17%	1, 3	2,991.21	\$13.15
Camino Del Sur (Extension)	\$76,236.28	21.64%	1, 3	2,991.21	\$25.49
Park Village Road (west of Licia Way)	\$15,438.95	4.38%	3	858.00	\$17.99

TABLE 6-B: Unit Costs – Maximum Authorized (FY 2007)

ULTIMATE (with Camino Del Sur Extension)			
Record Count	Total EBU's	Total Assessment	Unit Cost (\$/EBU)
1,627	2,133.21	\$239,892.82	\$112.45
673	875.91	\$21,073.72	\$24.06
852	858.00	\$91,274.10	\$106.38

As described above, the total assessment assigned to each parcel in the

District has been calculated, based on the preceding factors, as follows:

$\text{Total Assessment} = \text{Total EBUs} \times \text{Unit Assessment Rate}$
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Based on the above formula, the EBUs, unit assessment rate, and total assessment calculated for each parcel within the District can be found in the Assessment Roll (Exhibit C).

SAMPLE CALCULATIONS FY 2004

1 Single Family Dwelling Unit (SFD) in Zone 2

$$\begin{aligned} \text{Total Assessment} &= 1 \text{ SFD} \times 1.0 \text{ Per Dwelling Unit} \times 1.0 \times \$16.86/\text{EBU} = \\ &= \$16.86 \end{aligned}$$

1 Multi Family Residential (MFR) Unit in Zone 1

$$\begin{aligned} \text{Total Assessment} &= 1 \text{ MFR} \times 0.7 \text{ Per Dwelling Unit} \times 1.0 \times \$82.02/\text{EBU} = \\ &= \$57.41 \end{aligned}$$

3 Acres Commercial Property (CP) in Zone 1

$$\begin{aligned} \text{Total Assessment} &= 3 \text{ Acres CP} \times 45 \text{ Per Acre} \times 0.8 \times \$82.02/\text{EBU} = \\ &= \$8,858.16 \end{aligned}$$

Summary Results

The District Boundary Map is shown in Exhibit A.

An estimate of FY 2004 maintenance costs associated with District improvements is shown in Exhibit B.

The assessment methodology utilized is as described in the text of this report. Based on this methodology, the EBUs, FY 2004 assessments, and maximum authorized District assessments for each parcel were calculated, and are as shown in the Assessment Roll (Exhibit C).

Each lot or parcel of land within the District has been identified by unique County Assessor's Parcel Number on the Assessment Roll, and the Boundary Map and Assessment Diagram referenced herein.

A Noticing List containing parcel ownership and mailing address information has been prepared and is shown in Exhibit D.

This report has been prepared and respectfully submitted by:

LINTVEDT, MCCOLL & ASSOCIATES

Patricia M. McColl, PE

RCE 36873

BOYLE ENGINEERING CORPORATION

Eugene F. Shank, PE

RCE 52792

I, _____, as CITY CLERK of the CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, CALIFORNIA, do hereby certify that the Assessment as shown on the Assessment Roll, together with the Assessment Diagram, both of which are incorporated into this report, were filed in my office on the _____ day of _____, 2003.

Charles G. Abdelnour, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

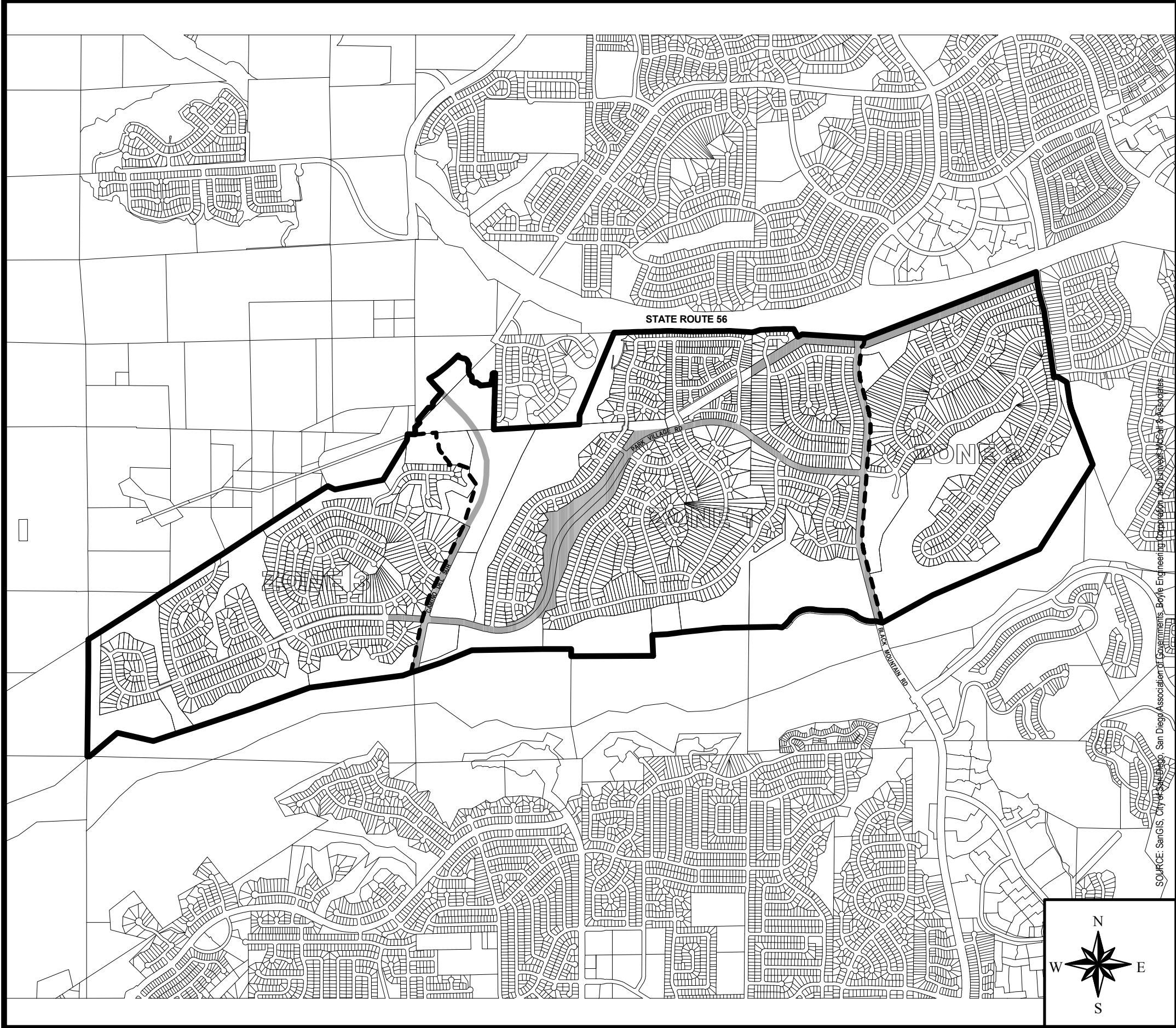
I, _____, as CITY CLERK of the CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, CALIFORNIA, do hereby certify that the foregoing Assessment, together with the assessment diagram incorporated into this report, was approved and confirmed by the CITY COUNCIL of said City on the _____ day of _____, 2003.

Charles G. Abdelnour, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

I, _____, as SUPERINTENDENT OF STREETS of the CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, CALIFORNIA, do hereby certify that the foregoing Assessment, together with the assessment diagram was recorded in my office on the _____ day of _____, 2003.

SUPERINTENDENT OF STREETS
CITY OF SAN DIEGO
STATE OF CALIFORNIA

EXHIBIT A



BOUNDARY MAP

FILED IN THE OFFICE OF THE CITY CLERK OF
THE CITY OF SAN DIEGO, STATE OF CALIFORNIA,
THIS ____ DAY OF _____, 2003.

CHARLES G. ABDELNOUR, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

PREPARED BY:
BOYLE ENGINEERING CORPORATION
7807 Convey Court, Suite 200, San Diego, California 92111
LINTVEDT, MCCOLL & ASSOCIATES
3737 Camino Del Rio South, Suite 200, San Diego, California 92108

AN ASSESSMENT WAS LEVIED BY THE CITY COUNCIL
OF THE CITY OF SAN DIEGO ON THE LOTS, PIECES,
AND PARCELS OF LAND SHOWN ON THIS
ASSESSMENT DIAGRAM. SAID ASSESSMENT WAS
LEVIED ON THE ____ DAY OF _____,
2003. SAID ASSESSMENT DIAGRAM AND THE
ASSESSMENT ROLL WERE RECORDED IN THE
OFFICE OF THE SUPERINTENDENT OF STREETS OF
THE CITY OF SAN DIEGO, STATE OF CALIFORNIA
ON THE ____ DAY OF _____, 2003.
REFERENCE IS MADE TO THE ASSESSMENT ROLL
RECORDED IN THE OFFICE OF THE SUPERINTENDENT
OF STREETS FOR THE EXACT AMOUNT OF EACH
ASSESSMENT LEVIED AGAINST EACH PARCEL OF
LAND SHOWN ON THIS ASSESSMENT DIAGRAM.

NOTE:
FOR A DETAILED DESCRIPTION OF THE LINES AND
DIMENSIONS OF LOTS OR PARCELS SHOWN ON
THIS MAP, REFER TO THE COUNTY ASSESSOR'S
MAPS WHICH SHALL GOVERN WITH RESPECT TO
ALL DETAILS CONCERNING THE LINES AND
DIMENSIONS OF SUCH LOTS OR PARCELS.

- LEGEND:
- District Boundary
 - Zone Boundary
 - Improvement Areas *
 - Parcel Lines

* REFER TO THE ENGINEER'S REPORT & REFERENCED DOCUMENTS
FOR NATURE, LOCATION & EXTENT OF IMPROVEMENTS.



CITY OF
SAN DIEGO

PARK VILLAGE
MAINTENANCE ASSESSMENT DISTRICT

W.O. DATE: MAY 2003 REVS:

EXHIBIT B

Proposed Fiscal Year 2004 Park Village Budget
(July 1, 2003 to June 30, 2004)

	FY 2002 Actuals	FY 2003 Budget	FY 2004 Proposed Budget	Maximum Budget
Percentage of Grounds Maintenance Manager	0.30	0.30	0.40	0.51
<u>District Personnel Costs</u>				
Total Labor & Fringe	\$24,893.67	\$22,681.35	\$26,878.94	\$38,327.10
<u>District Non-Personnel Costs</u>				
Contract Services	\$100,278.60	\$83,000.00	\$115,782.85	\$172,247.46
Other Services - City Forces	\$0.00	\$0.00	\$500.00	\$500.00
Other Incidental Costs	\$9,121.56	\$29,688.00	\$14,127.35	\$20,802.79
Management Costs	\$17,702.62	\$21,093.00	\$23,912.09	\$34,191.29
Water / Sewer / Electrical	\$29,049.96	\$41,949.00	\$52,906.68	\$86,148.26
Total Costs	\$181,046.41	\$198,411.35	\$234,107.91	\$352,216.90
<u>District Revenues & Reserves</u>				
Special Assessments	\$146,105.55	\$145,995.01	\$234,121.00	\$352,244.00
Interest Earnings	\$7,784.99	\$7,000.00	\$7,880.00	\$7,880.00
Transfers (EGF, Gas Tax, GF)	\$11,295.00	\$17,028.44	\$16,972.00	\$16,972.00
Miscellaneous Revenue	\$1,883.88	\$0.00	\$0.00	\$0.00
Total Revenue	\$167,069.42	\$170,023.45	\$258,973.00	\$377,096.00
Beginning Year Reserve Carry Over	\$185,806.37	\$171,408.86	\$34,909.96	N/A
Change in Fund Balance	(\$14,397.51)	(\$136,498.90)	\$24,865.09	N/A
Year End Operating Reserves	\$171,408.86	\$34,909.96 *	\$59,775.05	N/A
<u>Maximum Authorized Reserves</u>				
Five Months (Maximum) Operating Reserves	\$75,436.00	\$82,671.40	\$96,573.47	\$117,405.63
10% Operating (Minimum) Budget	\$18,104.64	\$19,841.14	\$23,177.63	\$35,221.69

* Anticipated Year End Operating Balance based on projected of current year expenditures.

EXHIBIT C-1

EXHIBIT C-2

Due to the size of the Assessment Roll (Exhibit C), only limited copies are available. Please contact the City of San Diego, Park & Recreation Department, Open Space Division, Maintenance Assessment Districts Program at (619) 685-1350 to review the Assessment Roll.

ENGINEER'S REPORT ASSESSMENT ROLL

The undersigned, pursuant to the "Maintenance Assessment Districts Ordinance" (Division 2, Article 5, Chapter VI beginning at Section 65.0201 of the San Diego Municipal Code), the "Landscape and Lighting Act of 1972" (Part 2, Division 15 of the California Streets and Highways Code), applicable provisions of "Proposition 218" (Article XIID of the California Constitution), and the "Proposition 218 Omnibus Implementation Act" (California Senate Bill 919) (the aforementioned provisions are hereinafter referred to collectively as "Assessment Law"), does hereby submit the following:

1. Pursuant to the provisions of Assessment Law and the Resolution of Intention, we have assessed the costs and expenses of the works of improvement (maintenance) to be performed in the Assessment District upon the parcels of land in the Assessment District benefited thereby in direct proportion and relation to the estimated benefits to be received by each of said parcels. For particulars as to the identification of said parcels, reference is made to the Boundary Map & Assessment Diagram on file in the Maintenance Assessment Districts Section of the Park and Recreation Department of the City of San Diego. A reduced copy of the Boundary Map is included in the Engineer's Report as Exhibit A.
2. The Assessment Diagram included in this report shows the Assessment District, as well as the boundaries and dimensions of the respective parcels and subdivisions of land within the Assessment District, the same as existed at the time of the passage of the Resolution of Intention, each of which subdivisions of land or parcels or lots respectively have been given a separate number upon the Assessment Diagram and in the Assessment Roll (Exhibit C).
3. By virtue of the authority contained in said Assessment Law, and by further direction and order of the legislative body, we hereby make the following assessment to cover the costs and expenses of the works of improvement (maintenance) for the Assessment District based on the costs and expenses as set forth in the Engineer's Report.

For particulars as to the individual assessments and their descriptions, reference is made to the Assessment Roll (Exhibit C) attached hereto.

DATED: _____, 2003

By: _____
Patricia M. McColl, PE RCE 36873
LINTVEDT, MCCOLL & ASSOCIATES

Eugene F. Shank, PE RCE 52792
BOYLE ENGINEERING CORPORATION

EXHIBIT D